



Employees Honored



Commissioner Miller presents E. V. Connett with Certificate of Merit. Others in photo are, left to right, L. C. Peterson, who received award for Geo. Heffernan, R. A. Snyder and Maurice Salamandra.

Four Receive Merit Awards

On Wednesday, July 14th, Commissioner Miller presented four Highwaymen with Certificates of Merit in recognition of their outstanding contributions to the efficiency of the Highway Department. The presentation ceremonies, which were witnessed by the employees of the Trenton offices were held in the board room of the State House Annex.

Those signally honored on this occasion were Richard A. Snyder of the Compensation and Claims office, George A. Heffernan of the Bridge Division, Maurice Salamandra of Maintenance and Eugene V. Connett of Administration.

In presenting the awards, Commissioner Miller said, "It is good to come together for the purpose of doing honor to those of our fellow employees, who through their enterprise and initiative have come forth with suggestions which so materially contribute to the betterment of this great Department. In recognizing the contributions that these men have made we are conscious of the growing evidence of enthusiasm and unity throughout the State Highway Department at a time when so many of our employees are serving their government on the far-flung battle lines of Democracy."

The Heffernan award, which
(Continued on Page 4)

Workers Needed For Canning

Highway employees living in or near Monmouth County have a wonderful opportunity to help the war effort during their vacation period and at the same time earn some extra money according to Russell J. Eldridge, Deputy Regional Director of the War Manpower Commission.

In a recent letter to Commissioner Miller, Mr. Eldridge said, "The manager of our local office in Asbury Park has been given to understand that some employees of the State Highway Department living in the vicinity of Farmingdale, Lakewood, Manasquan and Freehold may be willing to offer their services as workers in food processing plants during their vacation."

"The food processing plants have an important job to do this year in view of the fact that a large percent of the canned food has already been contracted for by the Armed Services, and it is necessary that all sources of labor be tapped in order that no unnecessary foods will be wasted."

Any Highwaymen who are willing to do work of this nature during their vacation period will be rendering a real patriotic service to their country. For further details contact Mr. Oliver E. Hatfield, War Manpower Commission, 421 Bond Street, Asbury Park,

Mulligan Condemns Sick Leave Abuses

Sick leave violators will get no sympathy from the Civil Service Association according to Joseph P. Mulligan, State President of that organization.

In a recent letter to THE HIGHWAY, Mr. Mulligan praised the Department's campaign to protect the rights of honest employees by calling attention to the vicious practices of a few who have abused these privileges.

"I am in full accord with any movement which will stamp out an evil ultimately destined to destroy the hard-won rights of all Highway employees."

"When the Legislature passed the Sick Leave Act, allowing accumulated sick leave on the basis of prior service, some few individuals felt entitled to use this valuable accumulation for purposes foreign to the intent of the Act. These men are not only dishonest, but are deluding themselves. They should look upon the sick leave they have accumulated as insurance against long periods of future illness."

"The correction of this evil lies largely in the hands of employees whose own security is being jeopardized by these cheats. I feel that it is a duty to acquaint any such individual with the facts. Let him know you are aware of his faking. Tell him that you and others resent it, and that if something is not done immediately to correct the condition, more drastic measures will be taken. If such action fails to achieve the desired results, then he has no one to blame but himself should the matter subsequently be reported through proper channels."

"We who are proud of Civil Service must fight to protect it. We must be prepared to defend our rights against all violators!"

JOSEPH P. MULLIGAN,
Pres. N.J. Civil Service Assoc.

CUCINOTTA MISSING IN ACTION

Staff Sergeant Anthony F. Cucinotta, formerly employed in the Maintenance Crew under Foreman John McCullough, has been reported missing in action in the European war theatre. To our knowledge, Sgt. Cucinotta is the first of State Highway employees now in the armed services to be so reported.

Sgt. Cucinotta was inducted into the Army in January, 1942, and was trained as an aviation radio assistant and gunner. His parents, Mr. and Mrs. Samuel Cucinotta, of 135 Second Street, Trenton, said that the last information received prior to the War Department's official notice indicated that he was stationed in England. No details were available other than that he was reported missing June 26th.

Tony had worked for the Department since July, 1938. Our sympathy is extended to his parents and family, and we sincerely hope that in a later issue we may be able to write that his whereabouts are known.

PLAN ROADSIDE BEAUTIFICATION

Campaign to Clean Up New Jersey's Roadsides Gets Under Way

Those of us who are familiar with New Jersey's highways have for many years regretted the increasing tendency of billboards, flimsy road stands, and various forms of encroachments to detract from the natural scenic beauty of our roadsides. Feeling that our highways are truly the "windows" of the Garden State, we have resented the unsightly mushroom growth of roadside business as it cast aside the aesthetic considerations in its effort to compete successfully for the motorist's attention.

Prompted by a desire to see tangible steps taken towards at least a partial eradication of this evil, I invited representatives of many groups to attend a Roadside Improvement Conference in the Highway Board Room on June 28th last. In the group that met on this occasion were representatives of highway advertisers, oil companies, roadside business organizations, automobile associations, outdoor advertising companies, roadside improvement groups, and many similar organizations. In short, the conference was an adventure in teamwork.

As a result of this first meeting, a Committee on Findings recommended the appointment of a permanent Continuation Committee on Roadside Improvement whose objective would be:

1. To determine the best method of eliminating encroachments on public right-of-way.
2. To study the problems attendant upon the occupancy and use of roadside property, with the view to accomplishing roadside betterment.

The latter committee has now been appointed and consists of:

Mr. Lee Bristol, State Chamber of Commerce; Mr. Herbert Voorhees, President, N. J. Farm Bureau; Mr. James Smith, Secretary, N. J. League of Municipalities; Mrs. Kenneth V. Wallace, President, N. J. State Federation of Garden Clubs; Mrs. Charles Maddock, Jr., President, N. J. State Federation of Women's Clubs; Mr. Frederick C. Sutro, President, N. J. Parks and Recreation Association; Mr. Flavel Shurtleff, Chairman, N. J. Roadside Council; Mr. T. L. Blakeman, Planning Engineer, N. J. State Planning Board; Mr. Leonard Dreyfuss, President, United Advertising Corporation; Mr. Robert Long, Secretary, N. J. Brewers' Assn.; Mr. W. J. Gaffney, Secretary, N. J. Petroleum Industries Committee; Mr. Thomas C. Waldron, President, American Highway Sign Association; Mr. Frank M. Kozik, President, N. J. Hotelmen's Assn.; Mr. O. A. Kieb, Secretary, N. J. Association of Real Estate Boards.

On Wednesday, August 11, this Committee met with members of the Highway Department and discussed:

1. Plan of Action for Eliminating Encroachments.
2. Proposal for roadside improvement on selected sections of highway.

Thus, a good start toward a worthy objective has been made.

We of the Highway Department, whose skills go into the various tasks of highway construction and maintenance, know full well the beauty of the newly opened highway as it winds through unspoiled countryside. And we know, too, the inevitable mushroom growth that all too soon converts this pleasing view into a hodgepodge of billboards, signs, road stands and gas stations.

While recognizing that a large national business is represented by the firms and individuals using our roadsides and that American motorists demand that certain roadside facilities be made available to them, we also feel that it is high time that Jersey exercise more rigid control in this field. It is fortunate that many groups share with us the desire to see that the fine highways, bridges and viaducts of New Jersey have their functional beauty enhanced as far as possible by orderly, neat and well regulated surroundings.

The opening shots in this campaign have been fired. The goal we have set is lofty and not easily attained, but if every man and woman in this great State who feels that the cause is worthy, lends a hand, I feel that much can be accomplished towards making New Jersey's roadsides fitting companions for her modern highways.

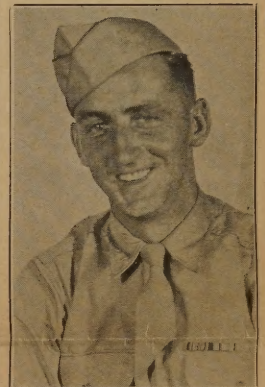
SPENCER MILLER, JR.

State Highway Commissioner

Bring 'Em Back Alive - Is Motto Of Highwayman

Malloy Returns With German Prisoners

To an Englishman an M.P. is a member of Parliament, but to several million American soldiers these same initials stand for the tough, highly trained Military Police of our Army with duties embracing such diversified assignments as policing brightly lighted tap rooms to receiving prisoners of war in the front lines. Edward B. Malloy, who before entering the service was a member



PFC. ED. MALLOY

of Sam Bullock's Flemington office of Survey and Plans, is a soldier of this type. Recently he returned from North Africa with a boat load of German prisoners. His ship was one of a convoy of forty-two which were loaded to the gunwales with the remnants of Marshal Rommel's once mighty Afrika Corps.

Fearless Own Subs

Since many of the prisoners spoke fluent English, Malloy was able to carry on conversations with them during the long trip to America. Among other things he ascertained that they were terrified at the thought of being subjected to their own submarines, believing as a result of Axis propaganda that few ships successfully made the crossing. The first thing they did each day when brought on deck was to count and recount the vessels of the convoy.

"It was not until we had actually engaged submarines without any losses that they realized how they had been hoodwinked," said Malloy. "Then they settled back to enjoy what was left of the trip."

Believed N. Y. in Ruins

Throughout the trip the Germans looked forward to seeing what they believed to be the often bombed city of New York. As Malloy says, "It was impossible to convince them that no bombs had ever been dropped on that city, so we gave up trying and waited for them to see for themselves. When at last they saw the undamaged buildings, they could hardly believe their eyes."

Ed went on to tell of how the M.P.s go into the front lines to receive prisoners and escort them to a point about five miles in the rear where they are turned over for internment in temporary camps.

One big kick he got out of his North African trip was receiving THE HIGHWAY and reading about the doings back home to the tune of bursting bombs and the rumble of heavy artillery fire.

Heading for Pacific

Malloy, whose home is at 861 So. Broad Street, Trenton, came to the Highway Department in October, 1941 as a Chairman and was
(Continued on Page 3)

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WHY YOUR CHECKS WERE DELAYED

I have received a number of letters, some signed and some anonymous, in regard to the delay in getting out pay checks in the middle of July. I have answered the signed letters, and, as usual, completely disregarded the unsigned ones.

However, the matter is a serious one and I know that many members of the Department and their families were seriously inconvenienced by the delay in receipt of pay. I would like to point out that those responsible for our payrolls were in no sense slack or loafing on the job. It is only due to their intense efforts and long hours of overtime work that our payrolls were delayed as little as they were.

Several of those who have complained have cited the fact that large private corporations, with many more employees than the Highway Department were able to get their pay checks out on time, in spite of the new tax regulations. This is true, but in these private corporations there was no requirement that the payrolls be passed by Civil Service, the Finance Commissioner and the State Comptroller. In this particular instance the Finance Commissioner and the Comptroller passed the payrolls exceedingly promptly, but due to illness and the unavoidable absence of several experienced people in Civil Service, there was delay, in spite of the heroic efforts in that Department.

The Highway Department was several days late because of the tremendous amount of work involved in meeting the requirements of the new tax law, and in a change which was required in connection with pension deductions.

I realize that excuses don't pay the family bills, but I do want to make it clear that a combination of unavoidable circumstances was responsible, and that the people whose job it is to get out our payrolls did a fine job and deserve credit rather than censure for their work.

E. J. Connett,
Administrative Assistant.

LAND and LEGAL

ED DRAKE

Miriam Devlin, Grace Reed and Minnie Pollak of Benjamin C. Van Tine's office, along with Leah Matthews of Administration are recent additions to the K. P. staff at Trenton's Hitching Post. On any Monday evening these Highway girls can be seen passing out the doughnuts and coffee as they lend a willing ear to the stories of Uncle Sam's fighting men.



PVT. LEM SEALE

Lemuel Seale and Kirk Schank also found time to drop in and pay a visit. Lem is still at Fort Monmouth while Kirk is now stationed at Groton Field, Conn. Both these fellows look like army life is doing them a world of good.

Jimmy Laffin, the Title Bureau's authority on popular music and name bands, recently returned from his seventh week-end in Atlantic City. All that is necessary to make Jim take the trip to his favorite resort is the lure of sit-

ting close to the bandstand when a Dorsey, Goodman or James is giving out. Jim further reports that he had to bribe the bus driver to let him squeeze in on the home-ward journey.

Recent office visitors included Norman Lister on his way to California, after completing his training from which he emerged as a Storekeeper 3rd Class; and Jim Kondas who has been assigned to the Ship's Company at Newport where he works in the insurance office.

Here and there: Marion Hester is assigned to Compensation and Claims—Agnes St. Johns welcomed back after a recent illness—Minnie Pollak celebrating a birthday on July 18th with husband Dave, now Corporal Pollak of the M. P.'s, on the banks of the Delaware at Burlington—Miriam Devlin back from vacation at Seaside Heights brown as a berry and fit as a fiddle. Aside to Velt "Pappy" Sams: What is the date of the annual corn roast?

Randolph M. Creamer

Word belatedly reaches us of the death on July 11th, of Randolph M. Creamer, of the South Amboy of Survey and Plans. Mr. Creamer, who died at his home on Maple Place, Keyport, following an operation, had been employed as a Senior Civil Engineer in the Construction Division since April 23rd, 1928.

"Randy" as he was affectionately known to his co-workers had a gentle philosophy of life and a sense of helpfulness, courtesy and a dry wit that endeared him to all. He was the ideal type of public employee.

Mr. Creamer is survived by his wife, Mrs. Ella Creamer and two daughters, Penelope and Mary Jane to whom we extend sincerest sympathies.

Servicesmen — When in Trenton please drop in to say hello and let us take your picture for THE HIGHWAY.

Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Construction

Galloni, Louis A. Navy

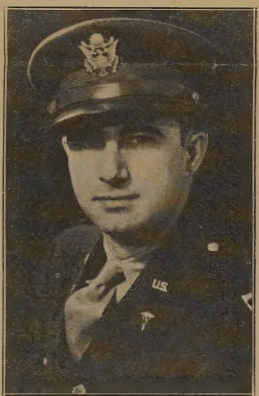
Maintenance

Fisher, Joseph, Merchant Marine
Hamilton, Robert S. Navy
Hearon, Luther Army
Kaenzig, Wilbert Navy
Knox, John H. Navy
Trullo, Gus Navy
Van Syckle, Frank Jr. Army
Wishereer, Louis Army
Yanniello, Michael Navy

Projects

Hann, Samuel G. Navy
Topping, Ernest G. Navy

News From the Boys In the Service



CAPT. ANTHONY CREA

Captain Anthony M. Crea, formerly of the Southern Construction Division and one of the first Highwaymen to answer the call to the colors is now in England in charge of a Medical Unit of a Station Hospital. In fact Tony has been overseas for over a year. Sorry to have no quotes from him but we have only the picture and the following address: 160th Station Hospital, APO No. 875, c/o Postmaster, New York. Let's hear from you, Tony.

Sgt. J. J. Fox, 32240901, Co. C, Div. Maint. Bn. A.P.O. 254 Camp Bowie, Texas, writes to Commissioner Miller to say that due to his being constantly on the move notice of the examinations for the titles Foreman and Asst. Foreman reached him too late for action on his part. "When they finally caught up with me," writes Fox, "we were on maneuvers in the Majave Desert."

Fox also adds that, "While at home I read a copy of the Dept. paper and wish to offer you and the staff my congratulations. Is it possible to have the paper sent to my present camp, if so I would appreciate it very much." Aside to Sgt. Fox: This matter has been taken care of, but it is up to you to see that Paymaster Clyde Case gets each future change of address.—Ed.

Elmer "Chubby" Boscov, Storekeeper 3rd Class, U. S. Naval Reserves and lately of W. R. Wildblood's office writes from U. S. Naval Supply Depot, Navy No.

RECENT VISITORS



CAPT. JOHN THOMAS

Captain John W. Thomas of Projects stopped in not long ago enroute to Fort Monmouth to take a "short toughening-up course" preparatory to going on a new assignment, the nature of which he was not free to divulge. The Captain's address is Capt. John Thomas, ASN O-444010, Signal Corps, Fort Monmouth, N. J.



LT. ROBT. M. REED

Another Highwayman who stopped off enroute to new assignment was Lieut. Robert M. Reed, recently commissioned in the Air Corps. Bob, who is the son of Acting Asst. State Highway Engineer E. E. Reed, is at present located with the 457 Squadron, 330 Bombardment Group, Biggs Field, El Paso, Texas. Two-motored bombers are his specialty.

136, c/o Fleet Post Office, San Francisco, to say, "I'm pretty well in the groove now... feel as though I'm an old veteran. Don't be surprised if I get back with a typical British accent. The people here (Australia) are sociable and... like the Yanks, as we are called. All an American has to do to make a friend is to offer him a cigarette. It is a welcome gift to civilians and soldiers alike as tobacco is rationed. Whenever a day rolls around when a store gets its supply you can see people lined up for half a block waiting to get their ration."

Through the cooperation of Mrs. Nancy Tallon, mother of William P. Tallon of the Newark Office of Survey and Plans, we learn that Bill has been on foreign service for over a year and has been in action as a 1st Lt. in the Field Artillery against the Japs for many months. He was decorated last February after having been given partial credit for knocking out a Japanese field piece known as Pistol Pete. He was also with the first troops to enter Kokumbonaand in the Solomons.

Lieut. Tallon enlisted in the 112th Field Artillery and was inducted into the service with that outfit in 1941 as a sergeant. He graduated from the Field Artillery Officers Candidate School at Fort Sill, Oklahoma, and immediately was assigned to foreign service.

Bill says he wishes it were possible for the boys in the Department to come over there and build them some good roads and to Max Bower he adds: "Boy, what couldn't I do with a good ham sandwich and a couple of steaks."

Tallon's address is: 1st Lt. W. P. Tallon, Jr., O-1165260, Hq. 8th Field Artillery Battalion, APO No. 25 Postmaster, San Francisco.

While with the Tallons it is a good opportunity to make up for

the oversight of last month when we neglected to give the service address of Joe Tallon, a former Highway employee and husband of our Woman of the Month. It is as follows:

Jos. E. Tallon — U. S. N. R.
CM-1c Bn. No. 106
Hq. Co. D—Camp Endicott
Davisville, R. I.



LT. OLIVER DEAKON

A recent letter from Lieut. Oliver A. Deakon, former Landscape Engineer who recently returned from Alaska states that he is now stationed at Fishers Island, N. Y., where he is undergoing further training as a Sea-Bee. He says, "The work is rather difficult as electricity and radio are new to me and we are covering so much work in so short a time. So far I have managed to struggle along with the rest of the fellows."

Deakon's complete address is Box 432 Fishers Island, N. Y.

IT WAS FUN WHILE IT LASTED



During July's hottest days, many a Highwayman felt just a little cooler when he looked out into the court of the State House Annex and watched a happy group of youngsters splashing in the fountain. It didn't make it any easier to concentrate on work with one's mind reverting to similar childhood scenes, but before the efficiency of the Department became impaired, someone, whose childhood must be far away, indeed, ordered the fountain drained. Maybe the kids found another place in which to splash and keep cool.

EQUIPMENT ITEMS

JAMES O'ROURKE

Larry Gore is the kind of a husband many women dream about—few ever get. Since salt water fishing is taboo this year, Larry has devoted most of his time to a Victory Garden with very satisfying results. Recently Mrs. Gore and the children took a mountain vacation. During their absence, Larry embarked on an ambitious canning program with the result that when Mrs. G. and the children returned, most of the products of the Victory Garden were safely stored away for next winter's use.

Eddie Walker of Fernwood is on sick leave and all signs point to a recurrence of the ill effects suffered from gas during the last war.

We extend the sympathies of all to George Visokay who recently lost his mother.

Despite the joking that followed the announcement that someone had taken two squash from Bob Martin's Victory Garden, a lot of serious thought went into the question of preventing such occurrences from taking place in the future. As a result, every gardener, and this includes many who farm at home, is on the alert. We would hate to be thought guilty of sampling the products of someone else's garden in the face of such resentment.

Paul Sines, whom you will recall as one of the very few Highwaymen with four sons in the Armed Forces, tells us that his son, Paul, Jr., has been honorably discharged by the Air Corps because of physical disability.

Arlington Stinson of the Fernwood office had quite an experience the other day. It seems that he and some of the boys whom he had driven to lunch were about to return to Fernwood when they noticed a junk truck parked in front of Stinson's car. They thought nothing of it until the junk man approached Stinson with the proposition that he scrap his car. Thinking he was being kidded, despite the age of the car, Stinson laughed it off. However, when the junk man persisted and assured him that he had many better cars in his junk yard it was not so funny. Ever since, Arlington has been wondering whether the new yellow Federal Use Stamp was a good investment. And how about the coming inspection?

It's always funnier when a kiddie gets kidded. That's exactly what happened recently when Pete Radice and family awaited the home coming of his oldest son, Dan, who was formerly an employee of the Electrical Division, but more recently a storekeeper in the Navy. Since Danny had been away a long time, this was to be a real welcome-home affair. In the group were Danny's wife and young son. Time was hanging heavy on the hands of all when the phone rang and Dan's voice on the other end informed them that his leave had been cancelled and that instead of coming home he was embarking immediately for combat areas. Pete, who had answered the phone, gave him a real fatherly send-off. It was touching. Needless to say, the gathering was very down-hearted and the ladies in the tearful stage by the time the message was relayed to them.

At this juncture, however, the front door opened and in walked Dan. He had merely called from the corner drug store to find out "if you missed me as much as your letters stated."

John Smith, Equipment Inspector at Toms River recently received his honorable discharge from the Army because of age and has resumed his duties with the Equipment Division. Welcome back, Johnny.

Harry S. Conover

It is with regret that we announce the death on August 6th of Harry S. Conover, veteran Mechanic of the Vineland Garage. Mr. Conover, who had been on sick leave since last April had been employed by the Highway Department since 1929. He is survived by his wife, Mrs. Ada Conover, two daughters and a son now serving with the U. S. Navy in the New Guinea area. To them THE HIGHWAY expresses the sympathies of the entire Department.

Woman of The Month

Since Dec. 26, 1919 "Peggy" Barnett Beatty has performed a vital and continuous service for the Highway Department as a telephone operator. Possessed of a low well-modulated voice and a calm disposition she has carried on her exacting work efficiently and with dispatch.



MARGARET BEATTY

Peggy started her career when the Department was housed in the Broad St. Bank Building, and she then worked for A. Lee Grover. That was 24 years ago. Since then she has operated the large switchboard in the State House Annex in the room now occupied by Frank Reddan, until it was merged with the main State House switchboard. Her duties then took her to the Fernwood Service Station and presently she operates the telephone system located in the State Laboratory and serves under Fred Baumann.

Sixteen years ago Peggy took time out to get married. Her husband Edward, is an employee of the Post Office. Her daughter Joan, 12 years of age is an ardent pianist, which seems only natural for Peggy has been musically inclined, having played the mandolin, guitar and the piano. Besides her musical interests Peggy has been quite a sports enthusiast and participant. The pool at the Y. W. C. A. used to hold her interest several evenings each week and a Red Cross button attests to Peggy's diving proficiency. Cool weather brought on tap dancing and the winter cycle was rounded out with ice skating. Of late, Peggy has been farming one of the Victory Gardens at Fernwood, with the bicycle as her mode of transportation.

She is active as the Laboratory's representative in the periodic Red Cross membership drives; as well as a member of the Blood Donors committee. During the July campaign she gave a pint of blood to the plasma bank.

Peggy is outranked in Departmental service by only one other woman, Margaret Hennessey of the Newark office who started work July 21, 1919. With her characteristic frankness Peggy owned up to 130 lbs., and we choose to think of that as a pulchritudinous advantage. Peggy has an enviable psychologic slant. She refers to her housework as a hobby, and she enjoys her work at the switchboard. She definitely has something on the ball.

Bring 'Em Back

(Continued from Page 1)

assigned to the Flemington office. He entered the Army in September of last year and trained for his present assignment with the 361st Escort Guards while at Camp Clark, Missouri. Right now he is looking forward to his next trip which will be in the Pacific area, where he hopes some Jap prisoners are awaiting a chance to invade the United States under the watchful eyes of the M. P.'s.

Ed's brother, James J. Malloy, is also a Highway employee, being attached to the office of Federal Aid Engineer Walter W. Voorhees.

GOLF LESSON

"My advice to you, Hefferman, is to go thru the movements of driving without hitting a ball," said the golf instructor.

"My dear fellow," answered George, "that's precisely the trouble I'm trying to overcome!"

Administration Division

ARTHUR EGAN

Charlie Engennach, who performs a myriad and one tasks in the office of Commissioner Miller, has returned from the Mayo Clinic at Rochester, Minn., following a complete check-up. Charlie was deeply impressed by the wonderful work that is being carried on at that medical center. Incidentally, he found out that he is in pretty good shape after all.

Travel restrictions are the reason for the renewed interest shown by J. Watt and F. Cranmer in our national pastime. They have become regular patrons at Wetzel Field in Trenton where they spend a good part of their time heckling the players. Through rose-colored glasses they seem to look back to the days when they were making the same misplays and remember nothing but the pitch that struck out the side or the hit that won the game. Ho-hum.

Announcement was recently made of the engagement of Miss Olga Souris of Easton, Penna., to Charles Kuhn, Jr., son of Charlie Kuhn, Senior Auditor. Charlie, Jr., is at present serving with the Army.

The Auditing Division recently underwent a change for the better with the addition to its staff of three charming young ladies, namely, Claire Laezoni, Rosemary Moran and Marilyn Sideall. Welcome girls.

There has been quite a shifting of offices in the Administration Division. It would be nice to give you a detailed account of the changes effected to date, but we haven't been able to keep abreast of them all. One thing we are sure of is that if you want to see a certain person the chances are you won't find him or her at their old stamping ground.

Ed Downs recently returned from a seashore vacation: John Moore, with three sons in the Armed Forces, spent his vacation in a war plant; Eddie McElroy combined plane and train, business and pleasure, on his Down East vacation, while Frank Dunn, Ann Ludwig, Gladys Brinkloe, Midge Leuthers, John Guleh and Frank Fieman are others who look better for the change a vacation brings.

Dan Cupid has finally caught up with Irving Schmidt and from the latest reports it is to be wedding bells for this popular bachelor sometime in September. Well, lots of luck, Ivy, and our sympathies to the future Mrs.

Elgin "Lem" Mayer, who has been farming for many years, donated many plants and lots of good advice to the new gardeners this year. Besides this, Elgin has donated almost a gallon of blood to the Red Cross. With two boys in the Navy, the farm is keeping him busier than ever, but, despite this, he is producing a bumper crop as an extra contribution to the war effort.

The folks in Hamilton Square have decided to erect an honor roll for the boys and girls in the service. Harold Jensen of Mr. Howell's office and a Mr. Murphy (who runs the best tap room for miles around) have been entrusted with making the necessary canvass for funds. This, of course, has resulted in nightly meetings at Murphy's for the purpose of going over the myriads of details that must be discussed at great length. Confidentially, though, we'll bet that Hamilton Square gets a swell honor roll.

Mass tonsilectomy was the order of the day in the Russo family not so long ago when Tommy, his son T. Jr., and a nephew all submitted to the ordeal at one time.

Lieut. Henry B. Worthen, of the South Amboy office has received his Pilot's wings at Fort Sumner, New Mexico, and after a visit to his home in Asbury Park will be stationed temporarily in Washington State.

August completes the eighth year of the South Amboy office existence and location.

John F. Summers inspector of South Amboy office, formerly of the Crawley office, leaves to join the Air Corps service on Aug. 16.

A NICE LONG LETTER



A ladder was rushed into service when the Laboratory men received a ten foot letter from Joe Mumolie recently. Joe, who is now a member of the 512th Service Squadron, U. S. Air Corps, Tonapah, Nevada, was inspired by the similar letter the fellows had sent him not so long before. Mumolie states, "I was a corporal when I started to write this letter and before it was finished I was momentarily expecting to be made a sergeant."

In the above photo, starting at the left and going up the ladder are: Jack Marron, Joe Schlottenmeier, Jules Smoliga, Norm Schaller, Joe McGrath and Bud Wahl.

BRIDGE BRIEFS

A. J. LICHTENBERG

H. R. Gabriel, Resident Engineer, Bridge Construction, recently recalled happy days spent in Alaska from 1905 to 1912, and expressed a desire to again heed the call of the wild, if only time might be rolled back to the days of youth. Gabriel's reminiscences recall some interesting items where nature holds supreme command; such as the ability to read a newspaper during the full 24 hours of the day in June, observing the gorgeous winter display of Northern lights, learning to live with mosquitoes and liking it, panning for gold on Sundays and trying your luck with some of the big game using a 30-40.

BRIEFS:

Paul Gabrenas is for a chat enroute from the Pentagon Building to his new work post in Cincinnati, Ohio, a decentralization move for government employees. . . Chas. M. Fox and Wilbur Spencer recalled from Rutgers early in July for work on post war bridge program. . . Frank S. Wilson taking a day's vacation now and then to look at his two victory gardens. . . L. C. Petersen doubling for Geo. Hefferman and receiving a Certificate of Merit on July 14th. . . John Patrick's daughter, Ethel, going West with the Waves. She joined as Seaman 2nd Class on June 15th and from Hunter College proceeded to the Naval Hospital at Oakland, Cal. . . P. H. Burch sporting a Toms River tan and going back for more. . . Martha Seales transferred to Commissioner Miller's office staff. . . R. E. Simon back from duties at Temple to augment office force. . . Of all things, Sven Hedin designing a bridge with three abutments. . . Highway acrobatics, Route S-3 over Route S-3. . . R. B. Titworth refreshed after a week's vacation in Salisbury, Md. . . M. D. Smith, A. W. Ehlers, E. D. Coursen and Robt. Hutchinson, Bridge Construction Inspectors no longer with the department due to curtailed field work. . . A. T. Amabile, transferred to the Highway Planning Board. . . E. W. Koering on a leave of absence and farming. . . Wm. Clow taking a voluntary lay-off and turning machinist. . . August brings birthdays to the following and with it our felicitations; Edw. D. Coursen and Arthur H. Stetser, August 1st, John H. Patrick—12th; Wm. M. Tonge—13th, John J. Sheenan—17th, Anastasia J. Kanyuh—22nd and Chester P. Smith—25th.

As we go to press Chester Smith informs us that his daughter, Marjorie C., will become the bride of Sgt. William D. Everett, U. S. Army, on August 21st. The couple will make their home in Denver where the groom to be is assigned

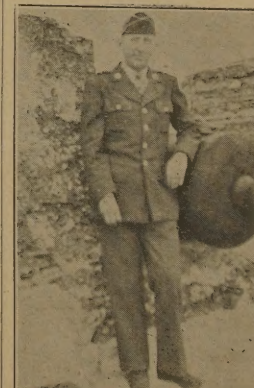
as an Air Corps instructor.

Speed, Jack Koffler tells us is an important factor in his new job with U. S. Army Engineers at the Newark Airport. Four million dollars of work in five months is the goal. Runways 500' wide, and culverts with 1000 to 3400 piles give some idea of the magnitude of the work. Jack is responsible for the work of 2 chief and 15 inspectors, and surprisingly the age average is up, 5 of the 15 are 60 years of age, 1 is 70 years and 1 close to 80. Jack conducted a school for inspectors as part of his job.

Arthur Stetser now of Whitehorse, Alaska, has proven to be an excellent fisherman as well as a good correspondent. A recent fishing expedition to a lake seldom frequented by whites netted 17 lake and mackinaw trout, weighing from 4 to 12 lbs. each. Fifty-seven men enjoyed the catch for two meals. Arthur is working long and hard and enjoys it. Paul Geiser shares Arthur's enthusiasm.

Pat McCullough, Senior Bridge Inspector and First Vice President of the Bridge Division Club obtained a leave of absence in July to accept a position with the Maritime Commission as Shipyard Inspector of Machinery. Pat is a journeyman machinist and a Licensed Marine Engineer. He holds a 1st. Assistant Engineers Steam license covering any ocean and any gross tonnage. Best wishes from the rest of us.

IN FLORIDA



Fred Price of Foreman Sweet's Landscaping gang sends in the above photo of one of their co-workers, Bud Miller leaning against a cannon of another war at Fort Marion, St. Augustine, Fla. Price did not send Bud's address but maybe we'll have it in time for the next issue.

Meet the Gang



Not all Maintenance crews patch shoulders, clear ditches or perform the myriad and one tasks necessary to preserve a modern highway. In fact quite a few of them, (the landscape men of Supervisor Robert S. Green) devote their time to beautifying these same highways in a manner befitting the Garden State.

The crew of Foreman James Horn is typical of many of these gangs that have contributed so much to the charm of New Jersey highways. Like others, they are today maintaining pre-war sections with greatly curtailed forces which means that these men are working harder today than ever before.

In presenting this Gang, who work out of the Woodbridge Cloverleaf and cover Route S-24 from Elizabeth to Union; Route 28 from Elmora to Roselle Park; Route 35 from Woodbridge to Morgan; Route 29 from Bound Brook to Union; and Route 25 from Raritan River to Kearny, we give you in the front row from left to right: Robert Meyers, George Venezo, Sam Sica and Anthony Scampone. In the rear row are Foreman Horn, John Sabo, Mike Kolody, Lieber Pinelli and Hans Meng. William Davis was on vacation at the time the picture was taken.

Of this group Meyers and Venezo are the truck drivers while the other men divide such jobs as mower operation, tree trimming and slope planting. In these days of small gangs a man must be a jack of all trades.

Hobbies among this group are indeed diversified, extending from stamp collecting to horseback riding. The philatelists of the group are Scampone, whom the boys describe as a small collector in a big way, (or was it a big collector in a small way?) and Meng. The horseman is Venezo.

Sica, the youngest member of the gang, is also a waiter in his spare time in one of the "better joints in town." John Sabo, the oldest man in the gang, is experiencing difficulty in obtaining sufficient gasoline to get to work these days, but he is not alone in this respect! John, who retired from operating a power mower some years ago, is once more following the "Cooper" around the greens due to labor shortage.

Mike Kolody, who has been unofficially called the "Mayor of Leon St.", has the largest Victory Garden in his neighborhood. Mike is one of the general utility men of the gang.

Hans Meng's hobby does not stop with stamps. In addition to this, he is an avid sportsman. Not so long ago he was accustomed to following racing cars throughout the country. He numbers many famous drivers among his personal friends and has been among the first to congratulate many of them as they crossed the finish line.

Lieber Pinelli is the newest member of the crew and at present is setting a fast pace for the others with his scythe, which, incidentally, he is an expert at sharpening.

Scampone, who has been with the Highway since 1926, and Meng are veterans of the last war, as is Pinelli who at that time served with the Italian army.

Foreman Horn, who came up from the ranks, lives in Tinton Falls, and, as a result, travels the longest distance to get to work. Jim is a firm believer in keeping everlastingly at a thing if you want to get it done. His creed, coupled with a pleasant personality, is one of the main reasons for the Woodbridge Gang's success in maintaining their large territory.

PROJECTS PARAGRAPHS

E. L. MEYER

Since July 6th the Auditors of the Projects Division have been located in new quarters. The three persons concerned are John Ruhlman, Frank Hulfishe, and Mrs. Moran, and they now occupy room 229 just across the hall from their former office.

Gene Palmer and his assistants, Mrs. Anderson and Miss O'Hara, moved from room 229 to 208 next to Mr. Reed's office in the room formerly occupied by Helen Tallon and Cliff Weir. Cliff is now located in Room 301.

Number twenty-two from the Projects Division is Ernest Topping, Projects Engineer for Bergen County, who recently reported to the Navy "Sea Bees" at Camp Peary, Va., as a Warrant Officer.

"Ernie" joins Sam Hann who reported there the previous week.

The office force honored Sam with a luncheon at Paul's Roma Restaurant and presented him with a pen and pencil set having gold Navy insignia. We regret, however, that Ernie's notice was too short to allow arrangements for the customary luncheon, and instead was simply presented with a very useful book on engineering.

Topping's territory in Bergen County and Hann's territory in Sussex County have been taken over by Jim Harding, while Harry

Cudney has taken over the rest of Hann's territory in Warren County. Both Harding and Cudney continue to carry on in their regular assignments in addition to this new work.

From Johnnie Houman on the Alcan Highway, up near Fairbanks, Alaska, have come some most interesting stories regarding the beauty of the country and its wild-life. The many lakes and streams abound with extremely large trout and the forest-covered hills are alive with game—especially bears.

Johnnie says that most of the camps have friendly bears that are fed from the camp refuse but that the large one that recently joined his survey party was not one of those friendly ones.

The bear, a black one weighing about five hundred pounds, ambled out of the woods and caused the men to "freeze" in their tracks. It first showed interest in the chairman and the axe he was holding. Then it inspected the transit before going over to sniff at Johnnie. Everything was o. k. until one of the bear hot-footing it right after him. A yell from the others stopped the young man and the bear spent another five minutes sniffing around him before going back to the woods.

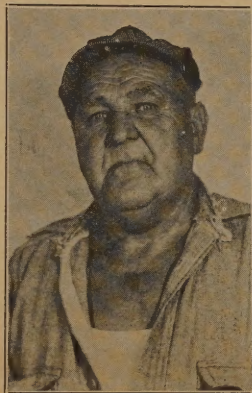
After being under such tension for about twenty minutes the party developed the jitters and couldn't work much more that day. Johnnie says that having a large bear rub its cold nose up and down your bare arm gives a thrill and a chill that's hard to equal.

MAINTENANCE NOTES

GENE BECKNER

Something of a turmoil reigned at the Maintenance Division Office during the early part of August. Those job classification questionnaires! Each of you realize that your own individual questionnaire was something of a problem. Well, multiply that by a thousand or so and you have the problem which confronted Mike Ondy and the Division office. The rough questionnaires from the 1200 or more field employees poured in to be checked and typed. Sandwiching this work in between such routine tasks as payroll preparation, work orders, etc., was no fun, particularly with a somewhat depleted force to start with.

Arnold Pach, of Belmar, employed as a Maintenance Investigator before his enlistment in the U. S. Army, writes from England. Arnold, now 1st Lt. in the Army Engineers, reports lots of activity and hard work. We are glad to hear that he has received some copies of THE HIGHWAY and has enjoyed them.



FRANK DAY

The gentleman pictured above needs no introduction to the boys up at Fernwood, but to those others who have not had the pleasure, we present Frank Day. Frank, an employee of the Maintenance Division, has had an interesting career. He joined the U. S. Navy during the Spanish American War way back in 1898 and was a member of the crew of the Battleship Texas which took part in the blockade and ultimate destruction of the Spanish fleet at the Santiago Harbor.

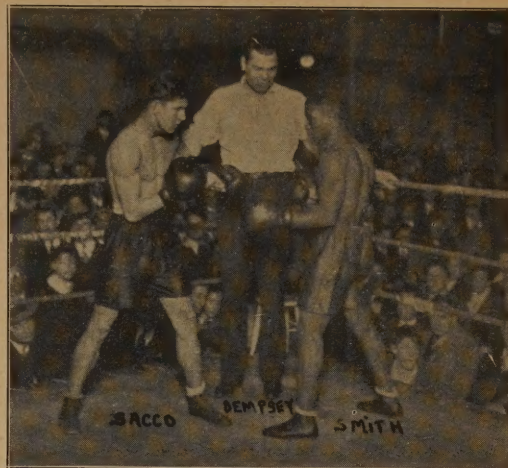
Frank liked Navy life so well that he remained in the service after the war. One voyage he recalls with great clarity was the towing of the dry dock "Dewey" from Newport News, Va., to Manila Bay in the Philippines via the Atlantic Ocean, the Mediterranean, the Suez Canal, the Indian Ocean and the China Seas. Although not as large as some of the modern dry docks, it was a massive structure capable of floating what at that time was a first class battleship.

Frank relates how several times during the voyage, heavy seas snapped towing hawsers as thick as a man's body just as if they were pieces of string. They finally made port, however, and it is Frank's belief that this dry dock was still in service when Manila fell to the Japs early at the beginning of the present war, and may be working for our enemies now. Frank's final enlistment ran out in 1911 and he returned to Trenton and civilian occupation. He began his employment with the State Highway Department in October, 1927, and of late years has made a specialty of muddjacking work.

His services in this line have proven extremely valuable to the Department. Since leaving the Navy, Frank has found time to raise a family and now has four boys in the armed services. One son, Bob, has taken up where his father left off and is in the U. S. Navy—a torpedoed man first class assigned to the submarine service. The other sons in the service are Earl, 2nd Lt. in an anti-aircraft unit at Camp Davis, N. C.; Howard, a Sgt. fighting in the Pacific theatre who saw action at Guadalcanal; and Edward, a member of the Quartermaster Corps at Fort Dix.

For his own years of service to our country and for that now he

JUST BEFORE THE BATTLE



It was a night to remember for George Visokay — or Sacco, as he is more familiarly known to his fellow workers at Fernwood — when the immortal Jack Dempsey refereed the wind-up Sacco fought with Willie Smith at the Trenton Arena. In those days Dempsey was the idol of every young fighter and, with Babe Ruth, shared a place second to none in the hearts of American youth. That is why the above photo, taken just before the opening bell, is among George's dearest possessions.

Visokay came to the Highway Department in August 1932, shortly after hanging up the gloves. His decision to quit the ring was made after suffering a badly lacerated eye which resulted in temporary blindness.

Today George is the proud father of two small sons and well satisfied with his job as Mechanic's Helper in the Equipment Division. Any interest he has in boxing is now limited to an occasional workout with some ambitious youngster who might be aiming for honors in the Golden Gloves amateur tourney.

During his active ring career, Sacco fought thirty-nine times, winning twenty-four, fighting seven draws and losing six times. Two of his contests were no-decision affairs.

ing performed by his sons, we salute—Frank Day!

J. P. (Pete) Lutz, Maintenance Foreman in the territory surrounding the Newark Garage, was all set for a little vacation around about July 4th. Fate intervened, Pete was stricken seriously ill on the day his vacation was scheduled to start and has been unable to work since. He recently underwent an operation and at last report was convalescing. Here's wishing you an early recovery, Pete.

Received an interesting letter from Jimmy Walter recently. He is still undergoing treatment at the Mayo Brothers Clinic in Rochester, Minn., and reports slow but definite progress. It must be an amazing sight to view the thousands of patients from every corner of the globe.

Jimmy says that the other day he counted licenses from about forty different states in the Union and relates that every incoming mode of transportation—train, bus, and airplane—brings in new hordes.

Charles (Doc) Doherty, whose induction into the Army was reported in the last issue, is now at Keesler Field, Mississippi, 522nd Squad, 52nd Training Group, U.S. Army Air Corps. Doc says we don't know what hot weather is until we try Mississippi in July and August.

Merit Awards

(Continued from Page 1)

was made in recognition of his initiative in organizing the Highway Blood Donors and his subsequent appointment as Permanent Chairman of the State Employees Blood Donors, was received by Lawrence C. Petersen, Assistant Bridge Engineer due to Mr. Hefferman's unavoidable absence.

The Certificate of Merit awarded to Richard A. Snyder came as the result of his suggestion of a departmental Travel Officer to handle the many transportation problems resulting from the fifty percent mileage reduction. In commenting on this award Commissioner Miller said, "This suggestion has played an important part in the enviable record compiled by our Department in more than reaching the required mileage reduction as set by the Governor's Committee."

Maurice Salamandra was honored as a result of his suggestion of an improvement on the safety seat platform of Maintenance trucks used for spreading sand and cinders on icy pavements. Because

he had narrowly missed injury on several occasions he requested that an angle be welded to the platform in such a manner that it would be impossible for the operators foot to slip under the raised body of the truck, a most dangerous hazard. His suggested improvement has been incorporated as future standard equipment.

The award to Mr. Connett, which came as a complete surprise to the recipient, was the result of his suggestion and enthusiastic support of the Highway Victory Gardens at Fernwood. This project has resulted in the establishment of seventy productive gardens and has offered many the only opportunity they would have to participate in this healthful and patriotic pastime.

In closing the rather brief ceremonies Commissioner Miller expressed the desire that future awards might also be presented for meritorious service to one or more of our feminine employees. Well girls, what do you say?

Blacked Out

At a meeting of the Ten Year Club held in Trenton on July 19th the following were awarded War Bonds: John Franssen, Pennington, \$100.00; Gus Jones, Woodbury, \$50.00; Adline Thomasello, of Elm, \$50.00; A. B. Botcher, Haledon, \$25.00 and Richard Glasgow, Burlington, \$25.00.

The following men were unanimously elected to membership having the prescribed ten years of service and bearing the approval of the Investigating Committee:

Banim, Edward, Projects
Gerber, Herman, Construction
Goldy, Lloyd, Maintenance
Lamson, John, Maintenance
Misasin, Michael, Maintenance
Parker, Earl K., Construction
Perrine, Archie, Maintenance
Plumeri, John J., Maintenance
Spapp, William C., Maintenance
Spaulding, Fred, Maintenance
Tuzozolo, James M., Laboratory
Whilden, Earl, Maintenance

Pres. E. Palmer appointed Arthur Eagan to serve in place of Financial Secretary James B. Walter during the latter's absence due to illness. Reports were received from the Secretary, Treasurer, as well as the Welfare and War Bond committees. Jos. Hunt and his group were especially commended for their fine work. Wilbur Spencer and Ray Callahan were designated to obtain a service flag for display at our annual dinner.

A movie program with sound showing our war industries, cavorting tanks and parachute jumps entertained the members until a blackout served to adjourn the meeting, with members dispersing to their several posts.

New Jersey State Highway Department

SUGGESTION BLANK

Date: _____

Submitted by: _____

Division: _____

Home Address: _____

SUGGEST THE FOLLOWING:



SUGGESTION BOX PLAN

Purpose of the Suggestion Box Plan: To improve the efficiency and service of the State Highway Department through the adoption of ideas submitted by its employees.

Eligibility: All employees are eligible and are invited to submit suggestions.

Submitting Suggestions: You may use this form or any other sheet of paper for the purpose of submitting your suggestion. Give full details of your suggestion, outlining the method by which the proposed improvement may be effected. Give the results you believe will be accomplished and support them with necessary data. If more space is required for your write-up, or a sketch, attach additional sheets.

SEAL your suggestion in an envelope and mail or deliver it to:

The SUGGESTION BOX
State Highway Department
State House Annex
Trenton, New Jersey.

Suggestions Desired: Suggestions relating to any plan for improving the practice and procedure in the Department are wanted. The following topics give an idea of the scope of the plan for which suggestions are desired:

Increased productivity — Improvement of quality — Reducing costs — Improving office methods and systems — Improving methods of operation, maintenance and construction — Improving tools, processes and machinery — Eliminating unnecessary work, processes or methods and preventing waste — Improving public relations — Conservation of materials — Improvement of conditions affecting safety and health in shop, field and office — Reduction of absenteeism.

Handling Suggestions: The receipt of your suggestion will be acknowledged by the Secretary of the Employee-Management Committee. It will be placed in a confidential file. Copies of the suggestion, WITHOUT YOUR NAME and identified only by number, will be sent to all members of the Committee for study. At regular intervals the Committee will meet to review the ideas submitted, calling in Division heads and others for specialized advice. Recommendations of the Committee will be transmitted to the State Highway Commissioner for final action. If your suggestion is adopted you will receive public acknowledgment and recognition.